Gazette of the United States.

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SECOND CONGRESS OF THE UNITED STATES.

AT THE FIRST SESSION,

Begun and held at the city of Philadelphia, in the State of Pennsylvania, Monday the twenty-fourth of October, one thousand seven hundred and ninety-one.

AN ACT for altering the times of holding the Circuit Courts in certain districts of the United States, and for other purposes.

SECTION 1. BE it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passing this act the circuit courts in the districts of North-Carolina and Georgia shall be held as follows, to wit: In the district of North-Carolina on the first day of June, and on the thirtieth day of November, at Newbern in the present and each succeeding year. And all writs and recognizances returnable and suits and other proceedings that were continued to the circuit court for the district of North-Carolina on the eighteenth day of June next, shall now be returned and held continued to the same court on the first day of June next. In the district of Georgia, on the 25th day of April, at Savannah, and on the eighth day of November at Augusta, in the present and each succeeding year, except when any of those days shall happen on a Sunday, in which case the court shall be held on the Monday following.

SEC. 2. And be it further enacted, That the sessions of the circuit courts in the eastern circuit, shall in the present and every succeeding year commence at the times following, that is to say, in New-York district on the fifth day of April, and the fifth day of September. In Connecticut district, on the twenty-fifth day of April and the twenty-fifth day of September. In Massachusetts district, on the twelfth day of May and the twelfth day of October. In New-Hampshire district, on the twenty-fourth day of May and the twenty-fourth day of October—and in Rhode-Island district on the seventh day of June, and the seventh day of November, except when any of those days shall happen on a Sunday, and then the sessions shall commence on the next day following. And the sessions of the circuit court shall be held in the district of Virginia, at the city of Richmond only. In New-Hampshire district, at Portsmouth and Exeter alternately, beginning at the first. In Massachusetts district, at Boston. In Rhode-Island district, at Newport and Providence alternately, beginning at the first. In Connecticut district, at Hartford and New-Haven alternately, beginning at the last. And in New-York district, at the city of New-York only.

SEC. 3. And be it enacted, That at each session of the supreme court of the United States, or as soon after as may be, the judges of the supreme court attending at such session shall in writing subscribed with their names (which writing shall be lodged with the clerk of the supreme court and safely kept in his office) assign to the said judges respectively the circuits which they are to attend at the ensuing sessions of the circuit courts; which assignment shall be made in such manner that no judge, unless by his own consent, shall have assigned to him any circuit which he hath already attended until the same hath been afterwards attended by every other of the said judges. Provided always, That if the public service or the convenience of the judges shall at any time, in their opinion, require a different arrangement, the same may take place with the consent of any four of the judges of the supreme court.

SEC. 4. And be it further enacted, That the district court for the district of Maine, which, by the act, intituled "An act to establish the judicial courts of the United States," is holden on the first Tuesday of June, annually, at Portland, shall, from and after the passing of this act, be holden on the third Tuesday of June, annually, any thing in the act aforesaid to the contrary notwithstanding: and all writs and recognizances returnable, and suits and other proceedings, that were continued to the district court for the district of Maine on the first Tuesday of June next, shall now be returnable and held continued to the same court, on the third Tuesday of June next.

SEC. 5. And be it further enacted, That the stated district courts for the district of North-Carolina, shall in future, be held at the towns of Newbern, Wilmington and Edenton in rotation, beginning at Newbern, as the said court now stands adjourned.

JONATHAN TRUMBULL, *Speaker of the House of Representatives.*

JOHN ADAMS, *Vice-President of the United States, and President of the Senate.*

APPROVED APRIL THE THIRTEENTH, 1792.

GEORGE WASHINGTON, *President of the United States.*

AN ACT, concerning Consuls and Vice-Consuls, for carrying into full effect the Convention between the King of the French and the United States of America, entered into for the purpose of defining and establishing the functions and privileges of their respective Consuls and Vice-Consuls.

BE it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That where, in the seventh article of the said convention, it is agreed that when there shall be no consul or vice-consul of the King of the French, to attend to the saving of the wreck of any French vessels stranded on the coasts of the United States, or that the residence of the said consul or vice-consul (he not being at the place of the wreck) shall be more distant from the said place than that of the competent judge of the country, the latter shall immediately proceed to perform the office therein prescribed; the district judge of the United States of the district in which the wreck shall happen, shall proceed therein, according to the tenor of the said article. And in such cases it shall be the duty of the officers of the customs within whose districts such wrecks shall happen, to give notice thereof, as soon as may be, to the said judge, and to aid and assist him to perform the duties hereby assigned to him. The district judges of the United States shall also, within their respective districts, be the competent judges, for the purposes expressed in the ninth article of the said convention, and it shall be incumbent on them to give aid to the consuls and vice consuls of the King of the French, in arresting and securing deserters from vessels of the French nation, according to the tenor of the said article.

And where, by any article of the said convention, the consuls and vice-consuls of the King of the French, are entitled to the aid of the competent executive officers of the country, in the execution of any precept, the marshals of the United States, and their deputies, shall, within their respective districts, be the competent officers, and shall give their aid according to the tenor of the stipulations.

And whenever commitments to the jails of the country shall become necessary in pursuance of any stipulation of the said convention, they shall be to such jails within the respective districts as other commitments under the authority of the United States are by law made.

And for the direction of the consuls and vice-consuls of the United States, in certain cases,

Be it enacted by the authority aforesaid, That they shall have right in the ports or places to which they are or may be severally appointed, of receiving the protests or declarations, which such captains, masters, crews, passengers and merchants, as are citizens of the United States, may respectively chuse to make there; and also such as any foreigner may chuse to make before them relative to the personal interest of any citizens of the United States; and the copies of the said acts duly authenticated by the said consuls or vice-consuls, under the seal of their consulates respectively, shall receive faith in law, equally as their originals would in all courts in the United States. It shall be their duty where the laws of the country permit, to take possession of the personal estate left by any citizen of the United States, other than seamen belonging to any ship or vessel who shall die within their consulate; leaving there no legal representative, partner in trade, or trustee by him appointed to take care of his effects, they shall inventory the same with the assistance of two merchants of the United States, or for want of them, of any others at their choice; shall collect the debts due to the deceased in the country where he died, and pay the debts due from his estate which he shall have there contracted; shall sell at auction, after reasonable public notice, such part of the estate as shall be of a perishable nature, and such further part, if any, as shall be necessary for the payment of his debts, and at the expiration of one year from his decease, the residue; and the balance of the estate they shall transmit to the treasury of the United States, to be holden in trust for the legal claimants. But if at any time before such transmission, the legal representative of the deceased shall appear and demand his effects in their hands, they shall deliver them up, being paid their fees, and shall cease their proceedings.

For the information of the representative of the deceased, it shall be the duty of the consul or vice-consul, authorized to proceed as aforesaid in the settlement of his estate, immediately to notify his death in one of the gazettes published in the consulate, and also to the Secretary of State, that the same may be notified in the state to which the deceased shall belong; and he shall also, as soon as may be, transmit to the Secretary of State an inventory of the effects of the deceased, taken as before directed.

And be it further enacted, That the said consuls and vice-consuls, in cases where ships or vessels of the United States shall be stranded on the coasts of their consulates respectively, shall, as far as the laws of the country will permit, take proper measures, as well for the purpose of saving the said ships or vessels, their cargoes and appurtenances, as for storing and securing the effects and merchandize saved, and for taking an inventory or inventories thereof; and the merchandize and effects saved, with the inventory or inventories thereof, taken as aforesaid, shall, after deducting therefrom the expense, be delivered to the owner or owners. Provided, That no consul or vice-consul shall have authority to take possession of any such goods, wares, merchandize or other property, when the master, owner or consignee thereof is present, or capable of taking possession of the same.

And be it further enacted, That it shall and may be lawful for every consul and vice consul of the United States, to take and receive the following fees of office for the services which he shall have performed.

For authenticating under the consular seal, every protest, declaration, deposition, or other act, which such captains, masters, mariners, seamen, passengers, merchants or others as are citizens of the United States may respectively chuse to make, the sum of two dollars.

For the taking into possession, inventorying, selling and finally settling and paying, or transmitting as aforesaid, the balance due on the personal estate left by any citizen of the United States who shall die within the limits of his consulate, five per centum on the gross amount of such estate.

For taking into possession and otherwise proceeding on any such estate which shall be delivered over to the legal representative before a final settlement of the same, as is herein before directed, two and an half per centum on such part delivered over as shall not be in money, and five per centum on the gross amount of the residue.

And it shall be the duty of the consuls and vice-consuls of the United States, to give receipts for all fees which they shall receive by virtue of this act, expressing the particular services for which they are paid.

And be it further enacted, That in case it be found necessary for the interest of the United States, that a consul or consuls be appointed to reside on the coast of Barbary, the President be authorised to allow an annual salary, not exceeding two thousand dollars to each person so to be appointed: Provided, That such salary be not allowed to more than one consul for any one of the states on the said coast.

And be it further enacted, That every consul and vice-consul shall, before they enter on the execution of their trusts, or if already in the execution of the same, within one year from the passing of this act, or if resident in Asia, within two years, give bond with such sureties as shall be approved by the Secretary of State, in a sum of not less than two thousand nor more than ten thousand dollars, conditioned for the true and faithful discharge of the duties of his office according to law, and also for truly accounting for all monies, goods and effects which may come into his possession by virtue of this act: and the said bond shall be lodged in the office of the Secretary of the Treasury.

And be it further enacted, That to prevent the mariners and seamen, employed in vessels belonging to the citizens of the United States, in cases of shipwreck, sickness or captivity, from suffering in foreign ports, it shall be the duty of the consuls and vice-consuls respectively, from time to time to provide for them in the most reasonable manner, at the expense of the United States, subject to such instructions as the Secretary of State shall give, and not exceeding an allowance of twelve cents to a man per diem; and all masters and commanders of vessels belonging to citizens of the United States, and bound to some port of the same, are hereby required and enjoined to take such mariners or seamen on board of their ships or vessels, at the request of the said consuls or vice-consuls respectively, and to transport them to the port in the United States to which such ships or vessels may be bound, free of cost or charge; but that the said mariners or seamen shall, if able, be bound to do duty on board such ships or vessels according to their several abilities: Provided, That no master or captain of any ship or vessel, shall be obliged to take a greater number than two men to every one hundred tons burthen of the said ship or vessel, on any one voyage: and if any such captain or master shall refuse the same on the request or order of the consul or vice-consul, such captain or master shall forfeit and pay the sum of thirty dollars for each mariner or seaman so refused, to be recovered for the benefit of the United States by the said consul or vice-consul in his own name, in any court of competent jurisdiction.

And be it further enacted, That where a ship or vessel belonging to citizens of the United States is sold in a foreign port or place, the master, unless the crew are liable by their contract or do consent to be discharged there, shall send them back to the state where they entered on board, or furnish them with means sufficient for their return, to be ascertained by the consul or vice-consul of the United States, having jurisdiction of the port or place. And in case of the masters refusal, the said consul or vice consul may (if the laws of the land permit it) cause his ship, goods and person to be arrested and held until he shall comply with his duty herein.

And be it further enacted, That the specification of certain powers and duties in this act, to be exercised or performed by the consuls of the United States, shall not be construed to the exclusion of others resulting from the nature of their appointments, or any treaty or convention under which they may act.

JONATHAN TRUMBULL, *Speaker of the House of Representatives.*

JOHN ADAMS, *Vice-President of the United States, and President of the Senate.*

APPROVED APRIL THE FOURTEENTH, 1792.

GEORGE WASHINGTON, *President of the United States.*

FROM THE COLUMBIAN HERALD,
Printed in Charleston (S. C.)

AFTER a neglect of upwards of four years, the scheme for cutting a canal between the Santee and Cooper Rivers, has been lately resumed; as this scheme will in its consequences prove extremely important to the citizens of this state, I trust a few reflections on this head will not be thought either idle or useless.

This subject, on consideration, naturally divides itself into two branches. Utility to the public in general, and to the proprietors in particular.

To be convinced of its utility to the public, we have only to inspect the map of the Carolinas and the adjacent countries. The produce of the lands (both in North and South-Carolina) bordering on Saluda, Enoree, Tyger, Pacolet and Broad Rivers, together with those on the Wateree, and the different branches on the Catawba, and all the other lesser rivers and creeks which have a communication with the Santee, must necessarily come to market by this canal; for were the boats to go round by Bull's Bay, (setting aside its dangers, though a place almost equal to the Sylla and Charibdis of the ancients) they must add upwards of fourteen days to their journey.—And is it conceivable that they would refuse to avoid all this, when they might do it for the price of a trifling toll on each boat that passed through the canal? I say trifling, for though 25 per cent. is an immense sum to receive as interest, it will be a very small one when divided into the very large number of boats which must inevitably pass through it; it will not amount to the hundredth part of the sum lost, during the fourteen days delay, by the wages of the hands, the interest of the amount of the cargo, and the various other losses they would sustain.

The consequence of the easiness of transporting crops to market, would be an amazing increase of population and settlements in the back country of this state, and of N. Carolina. Articles of produce, provisions, tobacco, skins, &c. &c. would be at almost one half their present price; and Charleston, from one of the dearest, would speedily become one of the cheapest places upon the continent of America.

If we look forwards a few years, to the time when the population of the country (which I have already shewn this canal will contribute not a little to hasten) will be greater, we may reasonably hope for a communication with the western country, by means of the Cherokee or some other of those numerous large rivers which form a junction with the Ohio; that such a communication would render Charleston the first city in the United States, is too clear to admit of a doubt.—We may therefore expect, that every citizen of Carolina

would wiſh well to, and aſſiſt all in his power to carry ſuch an undertaking into execution; this I think is requiring no great exertion of patriotiſm or love of our country, provided it will not be materially prejudicial to his intereſt; it becomes, therefore, every citizen's duty to ſubſcribe to this ſcheme; and whether it will be prejudicial or advantageous to own a ſhare or ſhares in this company, ſhall now be the object of my enquiry.

To contend that to receive 25 per cent on money, is advantageous, would be to the higheſt degree ridiculous and abſurd: the only queſtion is, whether the cutting of this canal is practicable at a reaſonable expence? Colonel Senf, one of the moſt ſkilful engineers, perhaps in America, has eſtimated the expence at l. which together with the debts of the company amounts in the whole to about 60,000l. this is generally thought a very high eſtimation, and perhaps the expence will prove ſtill lower than is generally thought. In the time of Charles the 2d, it was in contemplation to join the rivers Forth and Clyde, in Scotland, by a canal 35 miles long, 4 feet deep, and 24 wide, and the expence was calculated at 75,000l. Suppoſing the ground of the preſent canal to be ſimilar to the ground in that, the expenſe of the preſent, upon the ſame calculation, would be but 42,857l. But the ground through which the preſent canal will be cut is much more favorable to the intention, than the ground through which the Scottiſh canal paſſed. In that caſe too, it was neceſſary to carry the canal over large rivers, by means of aqueduct bridges, built at a very great expence, and which frequently ſtood in need of repairs. From the great deſcents too in different parts of it, numerous locks were requiſite: here from the nature of the ground, no aqueduct bridges will be neceſſary, and the equality of the country, will render many locks needleſs.

But allowing the expenſe to be 60,000l. the number of boats which will uſe this canal, will eaſily pay 25 per cent on this ſum. The company have divided their ſtock into a thouſand ſhares, each ſhare will therefore amount to 60l. the intereſt of which will amount to 15l. This ſhare, therefore, when the canal is compleated, will be worth to an Engliſh money-holder 300l. the intereſt in England being 5 per cent; to a Dutchman it will be worth ſtill more, the intereſt in Holland being leſs: but allowing a holder to receive the intereſt for which the bank diſcount, 6 per cent, a ſhare in the intended canal will be worth 250l.—20 ſhillings in 6 per cents. ſells at preſent for 24s; ſhares in the canal company, at 250l. will be equally profitable to the buyer, as if he were to buy 1l. in 6 per cents. for 20 ſhillings, which he can immediately ſell for 24 ſhillings.

The above calculations ſuppoſe the canal to be finiſhed; but as it will be ſome time before it will be in a ſituation to take toll, ſomething muſt be deducted on that account; it is calculated that the canal will be near ſix years in preparing, allowing ten pounds for the intereſt of the different 10l. per annum payments, the whole amount of a ſhare will be 70l. It is, however, moſt probable that the canal will be finiſhed in leſs time than ſix years, conſequently the intereſt will be leſs; but whether it is a leſs or a greater time, the value of ſhares will riſe very high the firſt three months after the ſubſcription is full. It is a well known fact to a number of perſons in town, that there are agents here who are directed to buy up ſhares for employers in the northern ſtates; a very little delay, therefore, may prevent thoſe who would wiſh it, from becoming ſubſcribers. A ſubſcription of this kind in Philadelphia was filled up in one hour.

To the profits ariſing from the canal, ſomething is to be added for the increaſe of the value of the lands which the company will own on both ſides of the canal, and for the ferry they are to eſtabliſh over Santee river, oppoſite the canal; which will be the moſt profitable ferry in the ſtate.

Upon the whole, I am of opinion that every perſon who thoroughly conſiders this ſubject, will think that it is ſuch an one as every good citizen will promote, both in regard to the intereſt of this country and his own.

REFLECTOR.

FROM THE COLUMBIAN CENTINEL.

MR. PRINTER,

IN the Congreſſional debate, on the Mint Bill, I took notice that the objection of ſome members to having the head of the Preſident for the time being, ſtruck on the coin of the United States, originated in the FEAR, that at ſome future period a perſon reſembling a NERO, a CALIGULA, or a HELIOGABULUS, might ſuſtain that important office. This objection, like many others which proceeded from the ſame ſource, to me appears weak and deceptive. The choice of a Firſt Magiſtrate of the United States, originates in THE PEOPLE—and the man whom they chuſe, let him be whom he may, is deſerving every honor that a free people can confer, notwithſtanding certain viſionaries may think proper to ſtyle him a NERO, or what they pleaſe.

Indeed, Mr. Printer, the people are not much indebted to thoſe members for the opinion they form of their judgment! Or, do they in the plenitude of their wiſdom and diſcretion, ſuppoſe that they are guardians of the good ſenſe of the community, and every object of the people's choice muſt firſt receive their approbation?—It ſeems ſo, or why do they ſuſpect that the people of America will elect a CALIGULA for their Preſident?—My opinion is, that rulers exceed the bounds of their duty, when they attempt to call in queſtion the propriety of THE CHOICE of the people—and if it could even be ſuppoſed that they would ever unite to chuſe a perſon reſembling a NERO—that perſon ought to be honoured and reſpected.

April 7, 1792. A CITIZEN.

AN enthuſiaſtic French writer, on the folly of dreading a Counter-Revolution in France, ſays—"We want not Generals to lead us—In ſuch a cauſe every province in France will ſupply its CONDE, its TURENNE, and a glorious band of patriots, emulous of WASHINGTON's immortalized character—THE ENEMY OF DESPOTISM."

ANECDOTE OF THE EMPRESS OF RUSSIA.

WHEN the late Mr. Peyton had finiſhed the ſix pictures, repreſenting the deſtruction of the Turkiſh fleet (in which Mortimer painted the figures) he gave directions to have them engraved, and requeſted the Empreſs would permit him the honour of inſcribing the prints to her—at the ſame time ſhe would communicate to her Ambaſſador her commands relative to the language in which the dedication ſhould be written, as he did not know whether ſhe would have it in Ruſſian or French. Her reply was memorable:—"Let the dedication be written in the language ſpoken by the artiſt who painted the pictures."

CONNECTICUT ANECDOTE.—A criminal confined in Newgate for life, being aſked how he liked his ſituation—replied very well, and thought himſelf in a much better condition than his Excellency Governor HUNTINGTON; who was continually trembling from fear of being turned out of office; while he was perfectly happy in an ESTABLISHED PROVISION for life.

CONGRESS.

PHILADELPHIA.

FRIDAY, MARCH 9.

On the bill declaring the aſſent of Congreſs, to certain acts of the State of Maryland, &c.

MR. GILES moved to ſtrike out the firſt clauſe, and made ſundry remarks on the unequal operation of a law of Maryland which ſhould ſubject the veſſels of other States to a tax ſolely for the benefit of the port of Baltimore. It is deſigned by this bill to raiſe a fund to be applied for the removal of a *natural* obſtruction in the navigation of that port—and hence he conſidered it as a *perpetual* tax on the citizens of other States—in this view he objected to it, as a partial impoſition—it was much complained of, he ſaid, by the neighboring ports; he hoped therefore the clauſe would be ſtruck out.

Mr. Seney ſupported the clauſe; he obſerved that tho the port of Baltimore would be benefitted in the firſt inſtance, yet it was by no means a partial buſineſs, the accommodation and ſafety to ſhipping reſulting from it had an important reference to the commerce of the union; it contributes to the ſecurity of navigation both foreign and domeſtic—and the importance of the trade of that place was ſufficiently obvious from the amount of the revenue collected there; the ſalutary effects of the regulations which have been adopted and ſanctioned by Congreſs, he conceived were ſufficient reaſon for continuing thoſe regulations.

Mr. Goodhue and Mr. Gerry offered a few remarks in oppoſition to the regulation, and ſaid the proviſion might be extended with equal propriety to various other parts of the union—it ought not therefore to be taken up except on general principles.

Mr. Murray defended the regulation of the bill on general principles—he conſidered it in the light of a turnpike road—which though it may ſubject the citizens to a tax, they are abundantly compenſated by the benefits reſulting from the accommodation thereby provided; the tonnage paid is a ſmall duty, applied expreſsly to this object, and cannot reaſonably be conſidered as an oppreſſive or partial tax—and it is paid by thoſe who are immediately benefited—and is in every ſenſe reciprocal.

Mr. Niles ſaid he had ſeconded the motion for ſtriking out, on a miſtaken apprehenſion—he had ſuppoſed the money to be collected was to go into the public Treaſury, but the remarks of the gentleman from Maryland (Mr. Murray) had undeceived him and he thought his compariſon to a turnpike road was in point; he then enlarged on this idea, and ſaid he could not conceive what injury would reſult from extending the principle to any part of the union where ſimilar obſtructions exiſt.

Mr. Sterrett ſupported the clauſe, he gave a ſhort hiſtory of the buſineſs, and then enlarged on the general policy of the meaſure; it had been objected to by one gentleman on conſtitutional ground—this was an objection which he had not expected, but he conceived it totally unfounded, as no partial preference was contended for, but merely the continuance of a regulation which had been ſanctioned by the general government, and was clearly within the ſpirit and letter of the clauſe which has reference to the commerce and navigation of the States; it is a regulation of a *general* nature, that tends to the advancement of the trade of the union as well as of that particular port.

Mr. Ames and Mr. White both ſpoke in favor of the clauſe—the latter obſerved that it appeared to him perfectly conſtitutional.

Mr. Giles denied that the benefits reſulting from the regulation were reciprocal; they are confined to the town of Baltimore—and if the clauſe is agreed to, he ſaid he ſhould move for a bill to confer ſimilar benefits on all other ſea-port places laboring under natural impediments in their harbors.

Mr. Hartley ſupported the clauſe on general principles, and ſaid he ſhould advocate a law which has for its object ſimilar regulations in reſpect to any other place laboring under the like difficulties.

Mr. Wadſworth ſaid as an owner of ſhipping he ſhould give his conſent to any law which provides for removing the obſtructions in navigation. No impoſitions are paid with more chearfulneſs than thoſe which are deſigned to procure ſafety and accommodation to the ſhipping.—He enlarged on the advantages which reſult to the general intereſt both of the merchant and farmer from the ſhipping being able to penetrate far into the country by the navigable rivers; ſimilar applications, ſaid he, may be made from other quarters, and if they ſhould he would give his aſſent to them.

Mr. Fitzſimons added ſome obſervations in favor of the clauſe—and then the queſtion being put the motion for ſtriking out was negatived.

WEDNESDAY, APRIL 25.

A motion by Mr. Gerry that the houſe ſhould meet at 10 o'clock, A. M. was agreed to.

The report of the committee on the petition of Charles Caldwell and William Robertſon, was read and laid on the table, the report was in favor of the prayer of the petition.

The Houſe took into conſideration the amendments propoſed by the committee of the whole to the bill providing for calling forth the militia, to execute the laws of the union, ſuppreſs inſurrections and repel invaſions: The Houſe agreed to ſome and diſagreed to others of the amendments—a clauſe was added for limiting the act to two years; the bill was then ordered to be engroſſed for a third reading.

Mr. Bourne of the committee on enrolled bills reported that the bill entitled an act to indemnify the eſtate of the late Major-General Greene, for a bond entered into by him during the late war, was examined and found truly enrolled.

The meſſage of the Senate propoſing a conference on the diſagreeing votes of the two Houſes reſpecting the militia bill was taken into conſideration—and a committee of conference appointed, conſiſting of Mr. Clark, Mr. White and Mr. Murray.

A meſſage from the Senate by Mr. Secretary Otis, informed the Houſe that they concur in the reſolution for adjourning the 5th of May next.

The Houſe took into conſideration the amendments propoſed by the committee of the whole to the bill to regulate proceſſes in the Courts of the United States, and to provide for the compenſation of the officers, jurors and witneſſes—they made ſome progreſs in the buſineſs, but, without finiſhing it, Adjourned.

THURSDAY, APRIL 26.

The bill providing for calling forth the militia, &c. was brought in engroſſed, read the third time, the blanks filled, and the bill paſſed.

Mr. Williamſon of the committee to whom was referred the report of the Secretary of the Treaſury reſpecting loſt or deſtroyed certificates, brought in a report, in ſubſtance, that proviſion ought to be made in the caſe—but that there will not probably be time to do it the preſent ſeſſion—and therefore propoſes a reſolution for referring the ſubject to the next ſeſſion.

A report from the committee to whom the petition of Lewis and Charles Guaranjai was refered, was read—this report was lengthy, and in favor of Lewis Guaranjai.

The report on the petition of C. Caldwell and William Robertſon was referred to the committee of the whole on the bill making further appropriations.

The Houſe proceeded in diſcuſſing the amendments to the bill regulating proceſſes in the Courts of the United States, and finiſhed the ſame.

Mr. Steele moved an additional clauſe providing for compenſating attornies in the territory ſouth-weſt of the Ohio, who may be employed to proſecute in behalf of the United States, in the Courts of North-Carolina, as the attornies of that State are compenſated. This amendment was not agreed to.

A motion to re-commit the bill being made and negatived, it was ordered that the bill paſs to the third reading.

Mr. W. Smith moved to take into conſideration the report of the committee on the memorials of Mr. Ceracchi, the Roman ſculptor—this motion was ſeconded, and the queſtion being put, it was negatived.

The Houſe took into conſideration the reſolutions of the committee of the whole relative to alterations in the exciſe law, and agreed to the ſame—a committee was then appointed to prepare and report a bill accordingly.

Mr. Heiſter moved as an inſtruction to the committee, in ſubſtance, as follows—That they be inſtructed to report a ſeparate act for the duties on ſpirits diſtilled from articles the growth of the country; this motion was diſagreed to.

In committee of the whole on the bill to authorize the grant and conveyance of a certain tract of land to John C. Symmes and his aſſociates. Mr. B. Bourne in the Chair. The committee reported the bill with one amendment, which being taken into conſideration by the Houſe, and further amended, was agreed to. The bill was then ordered to be engroſſed for a third reading.

Mr. Gerry moved that the Houſe ſhould reſolve itſelf into a committee of the whole, on the bill for reducing the rates of poſtage on newſpapers—this was ſeconded by ſeveral members, and the queſtion being put, it was negatived—29 to 22.

The Houſe took into conſideration the report of a ſelect committee on the petition of C. and J. Sands—This report propoſes that a committee ſhould be appointed to bring in a bill to confirm the award or report of certain referees between the United States and Comfort Sands and others. After ſome debate, the report was at length adopted, and Meſſrs. Benſon, J. Smith, and Gerry appointed the committee to prepare the bill.

In committee of the whole on the bill concerning the regiſtering and recording of ſhips or veſſels. Mr. Boudinot in the Chair. The committee made ſome progreſs in diſcuſſing the bill, they then roſe and reported progreſs.

In committee of the whole on the bill for reducing the rates of poſtage on newſpapers—the committee made one amendment to the bill, which being reported to the Houſe was agreed to, and the bill ordered to be engroſſed for a third reading to-morrow.—By this bill the poſtage is reduced to one half the ſum impoſed in the poſt-office law.

Adjourned.

FRIDAY, April 27.

An engroſſed bill to regulate proceſſes in the Courts of the United States, and providing compenſations for the officers of ſaid courts, and for jurors and witneſſes, was read the third time, and paſſed.

The following bills were alſo read the third time, and paſſed, viz.—A bill to authorize the grant and conveyance of certain lands to John C. Symmes, and his aſſociates—and a bill for reducing the rates of poſtage on newſpapers.

The following bills were twice read, and committed—A bill to confirm the award of referees between the United States and certain contractors, for ſupplies and proviſions during the late war—and a bill concerning the duties on ſpirits diſtilled within the United States.

A meſſage from the Preſident of the United States by Mr. Secretary Lear, informed the Houſe that he had this day approved and ſigned an act for indemnifying the eſtate of the late Major-General Nathaniel Greene, for a certain bond entered into by him during the late war.

Another meſſage from the Senate by Mr. Secretary Otis, informed the Houſe that they have paſſed the bill providing for calling forth the militia, &c. and that they recede from their amendments to the militia bill—alſo that they have paſſed the bill for raiſing a further ſum of money for the protection of the frontiers, and for other purpoſes—with amendments. Theſe amendments were read, taken into conſideration, and agreed to with one amendment

In committee of the whole on the bill entitled an act for the relief of perſons impriſoned for debt. Mr. Muhlenberg in the Chair. The bill was reported without any amendment.

The Houſe made ſome progreſs in diſcuſſing the bill, and then adjourned till to-morrow.

LONDON, February 24.

HOUSE OF LORDS.

Their Lordſhips went into Weſtminſter Hall, and proceeded farther in the trial of Warren Haſtings, Eſq. and being returned, adjourned till to-morrow.

HOUSE OF COMMONS.

A meſſage was received from the Lords, that they would proceed farther in the trial of Warren Haſtings, Eſq. on Wedneſday next.

The bills for repealing the taxes on Female Servants, on Houſes under ſeven windows, and on Carts and Waggons, were ſeverally gone through in committees.

The land and malt tax bills were ſeverally gone through in committees.—Adjourned.

The Prince of Wales's ſtud of horſes is to be put up to public auction on the 12th of March; the horſes in training, and of all other deſcriptions, except ſuch as are wanted for his Royal Highneſs's convenience, are all to come under the hammer.

The Prince of Wales will increaſe his income at leaſt 25,000l. a year, by the ſale of his ſtud, in the ſaving of keep of horſes and ſervants.

The inſurance offices have refuſed further inſurances on all the Theatres.

The Houſe of Commons in a committee on Thurſday, Mr. Hobart in the chair, took into conſideration the annual bill concerning American intercourſe.

Mr. Fox wiſhed to know whether he might entertain any hopes of our having a perpetual bill to regulate our commerce with the United States, as the reaſons upon which the temporary law had been made now ceaſed.

Mr. Pitt anſwered, that his Majeſty had lately appointed a Miniſter for the purpoſe of negociation with the Americans, and that it would be improper to make a permanent eſtabliſhment until the reſult of their negociations were known.

London has nearly doubled its ſize ſince the year 1772. It then contained 122,930 houſes, including its ſuburbs—there are at preſent upwards of 200,000.

Laſt night died at his houſe in Leiceſter fields, in the 69th year of his age, Sir Joſhua Reynolds. Sir Joſhua Reynolds was, on very many accounts, one of the moſt memorable men of his time. He was the firſt Engliſhman who added the praiſe of the elegant arts to the other glories of this country.

Sir Joſhua Reynolds has left Miſs Palmer, his niece, reſiduary legatee; to James Boſwell, Eſq. 200l. to ſeventeen noblemen and great perſons, a picture each; and to Mr. Burke, 2000l.

Sunday died, Sir Richard Bickerton, Bart. Rear-Admiral of the White.

CHARLESTON, (S. C.) April 18.

By a letter received in town from the Rock Landing, we are informed that on information of Mr. Bowles's having taken poſſeſſion of the ſtore of Meſſrs. Panton, Leſlie, and Co. the Indians had diſpatched a party to put him to death, but were prevented by the Spaniards, who previouſly had ſent a veſſel with a number of ſoldiers; on their approach, the boat was ſent aſhore to inform Bowles that the veſſel was from the Weſt-Indies with goods for him. In conſequence of this information, he came on board, when they ſeized him and immediately made ſail for St. Auguſtine, where Mr. Bowles is now confined in the caſtle.

Mr. M'Gillivray has wrote to Mr. Seagrove, that he will be at the Rock Landing about the beginning of May, with 3000 of the Creeks, in order to confirm the treaty and run the lines.

We hear that on Wedneſday laſt, a dreadful freſhet ſwelled the Santee river, ſuch as has not been known ſince the year 1771, which raiſed it ten feet above the higheſt marſh land, and has done inconceivable damage.

Purſuant to notice the ſubſcription of the tontine bank was opened on Monday the 9th inſt. at the city hall; when, in ſixty three minutes the ſubſcription was completely filled. And on cloſing the books at two o'clock, there were ſubſcribed an exceſs of 4770 ſhares.

We hear that a dreadful freſhet lately ſwelled the Congaree and Santee rivers. At Granby the water roſe upwards of thirty feet in thirty hours, and inundated all the plantations bordering on the rivers—ſweeping in its courſe negro houſes, mills, indigo vats, fences, and corn houſes containing great quantities of corn. Several negroes were unfortunately drowned, and a vaſt number of cattle and other ſtock ſhared a ſimilar fate. Contee's bridge over Broad river was carried away; and Col. W. Hampton's unfiniſhed bridge at Fridig's ferry, unable to ſuſtain the great preſſure of the water, was alſo borne down by the impetuous torrent.

SAVANNAH, April 5.

We learn from good authority, that General M'Gillivray has returned to the Creek Nation, and that the Indians have very lately given the ſtrongeſt aſſurances of their diſpoſition for peace. A great number of them are expected at the Rock Landing the 20th inſtant.

Philadelphia, April 28.

The Stock of the Tontine Bank lately erected in Charleſton, has been increaſed from 150,000 to 200,000 dollars, and it is now ſtiled "The Bank of South-Carolina."

In the ſhip Delaware, Capt. Art, ſix days from Charleſton, came the following paſſengers:—Major Thomas Pinckney and family, Mr. and Mrs. Murphy, Mr. J. B. Smith, Mr. de Diadonna, Mr. Elliott, Mr. Pelli, Mr. S. Martin, Mr. Fyance, Mr. T. Gibbs, Mr. S. Gibbs, Mr. Foſter, Dr. Stockton, Col. Senf, Mr. le Saine, Mr. Harriſon, Capt. Mills, Mr. Machux.

On Wedneſday the 18th inſt. the following gentlemen were admitted to the degree of Bachelor of Arts in the Univerſity of Pennſylvania, in Philadelphia, viz. Meſſrs. George S. Waſhington, and Laurence Auguſtine Waſhington, both of Virginia; George Izard, of Charleſton, South-Carolina; David Ogden, of Newark, in New-Jerſey; Robert Hazlehurſt, John Hazlehurſt, George Henry Keppele, Hore Browſe Triſt, of the city of Philadelphia; Samuel Bethel and John Yates, of Lancaſter county; and Samuel Jones, of Cheſter county, in Pennſylvania.

Theſe young gentlemen conſtituted the ſenior claſs of the late College and Academy of Philadelphia; and having finiſhed their education under the direction of the Profeſſors of that inſtitution, before the final arrangement, in conſequence of its union with the late Univerſity of Pennſylvania, were admitted to this honorable teſtimony of their proficiency in literature, by the Truſtees of the preſent Univerſity of Pennſylvania; and the degrees were accordingly conferred in their preſence, by the Rev. Dr. Ewing.

From the 1ſt of January 1792 to the 1ſt of April following, there have been exported from Boſton, 94,167 gallons of New-England Rum.

George Gale, Eſq. is elected Preſident of the Baltimore Branch of the National Bank.

Infallibility in religious matters has proved the ruin of the Popedom. Hence let our high-fliers take a ſeaſonable hint, and beware, leſt *political infallibility* prove a mill-ſtone at the neck of that government which they are ſo anxious to buoy up. If inſtead of acknowledging, and correcting their errors, they with inquiſitorial rancor, brand and *perſecute*, as a political heretic, every man, who with republican freedom canvaſſes their meaſures, in converſation or in print—they will only diſguſt the citizens of America againſt a government that is thus deſpotically ſupported by the *tyranny of the pen*, which is equally galling to freemen as the tyranny of the ſword. *Nat. Gaz.*

Two things are clear—that the people adopted, and that they ſupport the preſent government. It is the glory of Americans, that they have done this. The man who would let down the government, would not only impair the rights of the people, and tarniſh their glory (for it is their unrivalled glory to have adopted it) but he would put at riſk their moſt precious intereſts.—What would a Frenchman think of a man who vilifies the National Aſſembly and their doings—would he deem ſuch abuſe any proof of his being a good friend to liberty? On the contrary, would he heſitate to ſay, that ſuch a man was at heart an ariſtocrat, and an enemy to the revolution? The people of America have as many good reaſons to approve their own deliberate work, as the French nation.—When a paragraph writer defines "*high-fliers*," to mean thoſe who are anxious to buoy up the government, the people will underſtand him---the people are the "high-fliers," and they will drop the name when they reſolve no longer to buoy up the government, but to change it, as the paragraph writer ſeems to wiſh they may. But four millions high-fliers, free and happy, will act agreeably to their good ſenſe and experience, by continuing to "buoy" up the government which they have made, and ſtill keep in their own hands.

The friends of the people, are the friends of the government which the people have eſtabliſhed—much greater credit is due to thoſe exertions by which the new conſtitution was obtained than many are diſpoſed to allow; and with reſpect to the adminiſtration of the government, it may not be improper to remind thoſe who ſeem diſpoſed to derogate from its merits, that in addition to innumerable foreſeen difficulties ariſing from the chaotic ſituation in which our affairs were found at its commencement—the majority has been perpetually oppoſed by a party, who while they are remarkable for their clamour, have never diſtinguiſhed themſelves by the wiſdom of any plans which they have offered as ſubſtitutes for what they oppoſe; or rather, it may be ſaid they have never propoſed any.

Public exigencies preſſing—
Public debt's a public bleſſing!
But *ſecure*, there nothing worſe is;
Public debts are public curſes!

To get in debt is undoubtedly *one* of the "Rights of Man"—it is not a *new* doctrine that *never to pay* is another—hence the railing againſt the funding ſyſtem.

It is a poor compliment on the judgment of the people, and a republican government, to find fault with the deciſions of the majority.

It is a republican ſentiment that the people are the obligees, when public truſts are faithfully executed.—It is a monarchical trait in politics, when public officers are obliged to conſider their own intereſt and that of the people as diſtinct.

MR. FENNO,

OUR friends are zealous againſt Congreſs—They ſay government is not a thing to be ſupported and carried through—What is it good for but to be pulled to pieces?—A revolution is a good thing. The more of a good thing the better.——Yours at leiſure, A COMMITTEE OF CORRESPONDENCE.

Died, in this city, in the 56th year of his age, Col. PERSIFOR FRASER—in whoſe death the public ſuſtains the loſs of a very valuable citizen.

POST-OFFICE, Philadelphia, April 27, 1792.

☞ Letters for the Britiſh Packet Daſhwood, Capt. Roberts, for Falmouth, (via Halifax) will be received at this Office until Tueſday morning the 1ſt of May, at 8 o'clock.

*** The Letter Bags of the ſhips Harmony and William Penn, for London, will be taken from the Poſt-Office this evening at 7 o'clock.

SHIP NEWS.

ARRIVALS AT THE PORT OF PHILADELPHIA.

Ship Camilla,	Williams,	Dublin
Pallas,	Waſſon,	Liſbon
Sophia,	Kerr,	Briſtol
Delaware,	Art,	Charleſton
Molly,	Pitt,	Liſbon
Apollo,	Billings,	do.
Barque Amſterdam	Packet, Rice,	New-York
Brig Swallow	Cheeſeman,	Boſton
Sloop Dove,	Dunham,	do.
N. Y. Packet,	Corvin,	New-York
Schooner Eagle,	Spriggs,	Antigua
Eunice,	——,	New-Providence

PRICE OF STOCKS.

6 per Cents,	- - -	21/
3 per Cents,	- - -	12/3
Deferred,	- - - -	12/9
Indents,	- - - -	12/3
Final Settlements,	- -	18/6
Half ſhares Bank U. S.	45 per cent. premium.	
Shares Bank North-America,	15 ditto.	

☞ WANTED, the Firſt Volume of the GAZETTE of the UNITED STATES—for which SIX DOLLARS will be paid by the EDITOR.

GEORGETOWN (POTOWMAC.)

THE SUBSCRIBER HATH OPENED A

Houſe of Entertainment,

At the Sign of the PRESIDENT of the UNITED STATES,

In that commodious Houſe lately occupied by *Thomas Beale*, Eſq. Mayor of this Town.

He has furniſhed himſelf with a ſtock of the beſt Liquors, and will uſe every exertion to give ſatisfaction by procuring, in their ſeaſon, the beſt of every ſpecies of proviſion, and having the ſame ſerved up in the moſt neat and elegant manner.

[12awiſtJul.] GEORGE H. LEIGH.

ADVERTISEMENT.

BY VIRTUE of an order from JOHN HOLMES, EDMUND WEATHERBY and BENJAMIN HOLMES, Eſqrs. Judges of the Court of Common Pleas for the County of Salem, directing us to make Sale of ſo much of the Lands of BENJAMIN CRIPPS, in the Townſhip of Manington, in the County of Salem aforeſaid, as will defray the expences attending the diviſion or partition of Lands held in common between ABRAHAM HEWLING and the aforeſaid Benjamin Cripps, agreeably to an act of Aſſembly, &c. In purſuance of the above order, will be Sold by public Vendue, a tract or piece of Land (or as much thereof as will defray the above expences) being part of the above, ſituate and bounded by Lands of Job Shreeve, the aforeſaid Abraham Hewlings, and others, on ſeventh day 26th of May next, 1792.—At the houſe of Henry Sparks, Inn-keeper in Salem aforeſaid—by

WILLIAM GOODWIN,
JOHN WISTAR and } Commiſſioners.
THOMAS CLEMENT,

20th April, 1792. 4w.ep.

Publiſhed this day, and to be ſold by

ROBERT CAMPBELL,

Bookſeller, No. 54, Second-ſtreet, South—and by all the principal Bookſellers in Philadelphia—Price 3/4ths of a Dollar,

PROCEEDINGS IN THE HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA,

Reſpecting the

CONTESTED ELECTION

For the Eaſtern Diſtrict of the State of

GEORGIA.

CONTAINING the petition of General *James Jackſon*, againſt the election of General *Anthony Wayne*, and the proceedings relative to the Reſolutions directing the mode of conducting the Trial; with a ſketch of the debates from the commencement to the end of the buſineſs; including the ſpeeches of the parties, a ſketch of Mr. Lewis's defence, council for General Wayne, and the concluding ſpeech of General Jackſon, for which he received the applauſe of the auditors: alſo, the ſubſequent proceedings of the Houſe reſpecting *his right to a ſeat* after the election of the ſitting member had been declared illegal.

Together with a *SUPPLEMENT*,

Containing a ſummary of the proceedings of the Legiſlature of Georgia, relative to the Impeachment of Judge *Oſborne*; taken from the papers ſent under the ſeal of the State, and produced in Congreſs by Mr. Baldwin, which were rejected.

GENERAL POST-OFFICE,

PHILADELPHIA, MARCH 24, 1792.

PROPOSALS for carrying the Mails of the United States, on the following poſt roads in South-Carolina and Georgia, will be received at the *Poſt-Office* in *Charleſton*, umil the firſt day of June next.

IN SOUTH-CAROLINA.

1. From *Stateſburg* to *Charleſton*, once a week—The mail to leave Stateſburg every Monday morning at nine o'clock, or otherwiſe, in half an hour after the arrival of the northern mail; and arrive in Charleſton the next day at four o'clock in the afternoon. *Returning*, to leave Charleſton every Friday at three o'clock in the afternoon, and arrive at Stateſburg the next Sunday, at *nine* in the morning.

2. From *Charleſton* to *George-town*, once in two weeks—The mail to leave Charleſton every other Tueſday, at five o'clock in the afternoon (or otherwiſe in one hour after the arrival of the mail from Stateſburg) and arrive at George-town the next day, at *ſeven* in the afternoon. *Returning*, to leave George-town the next morning at four o'clock, and arrive at Charleſton the following day (Friday) at *eight* in the morning.

3. From *Charleſton* to *Savannah*, once in two weeks—The mail to leave Charleſton every other Friday, at nine o'clock in the morning, and arrive at Savannah the next Sunday, at ten o'clock in the forenoon. *Returning*, to leave Savannah the ſame day, at two o'clock in the afternoon, and arrive at Charleſton the next Tueſday at *four* in the afternoon.

In GEORGIA.

4. From *Auguſta* to *Weſhington* (in Wilkes county) thence round by *Greenborough*, the *Great Falls* of *Ogechee* and *Georger-town* to *Auguſta*—once in two weeks. The mail to leave Auguſta every other Thurſday, at four o'clock in the morning, arrive at Waſhington the ſame day, and complete the circuit on the third day, getting back to Auguſta by ſix o'clock in the evening of Saturday.

5. From *Savannah* to *Newport Bridge* and *Sunbury*, once in two weeks. The mail to leave Savannah every other Friday at one o'clock in the afternoon (or in one hour after the arrival of the northern mail) and arrive at Sunbury on the next day at noon. *Returning*, to leave Sunbury the next Monday at four o'clock in the morning, and arrive at Savannah the ſame day, at *ſix* in the afternoon.

GENERAL POST-OFFICE,

PHILADELPHIA, MARCH 30, 1792.

PROPOSALS will be received at this Office until the firſt day of June next, for carrying the Mails of the United States on the following poſt roads:

In NORTH-CAROLINA, *once in two weeks.*

1. From *Halifax* by *Warrington*, *Hillſborough*, and *Salem* to *Saliſbury*. The mail to leave Halifax every other Thurſday at four o'clock in the morning, deliver the mails at all the poſt-offices from thence to Saliſbury at ſuch times as ſhall be found moſt beneficial to the public; and return with the mails from all thoſe poſt-offices, ſo as to arrive at Halifax at ſix o'clock in the evening of the Tueſday next preceding the Thurſday when it is again to leave Halifax.

2. From *Halifax*, by *Bluntſville*, *Williamſton* and *Baileys*, to *Plymouth*. The mail to leave Halifax every other Thurſday at four o'clock in the morning, and arrive at Plymouth the next morning at eight o'clock; leave Plymouth the ſame day, and arrive at Halifax the day after, at *ſix* in the evening.

3. From *Edenton* by *Hertford*, *Nixonton*, *Sawyer's Ferry*, in Camden county, to *Indiantown*, in Currituck county. The mail to leave Edenton every other Saturday at four o'clock in the morning, arrive at Indian-town that night, and return to Edenton the next Monday at *ſix* in the evening.

In VIRGINIA.

4. From *Frederickſburg* to *Port Royal*, *Tappahannock*, *Urbanna*, thence acroſs the Rappahannock to *Northumberland Court-Houſe*, to *Kinſale* on Yeocomico, *Weſtmoreland Court-Houſe*, and *Leedſtown*, to *Frederickſburg*, once a week. The mail to leave Frederickſburg every Friday at five o'clock in the morning, and making the tour above deſcribed, return to Frederickſburgh on the next Thurſday at noon.

5. From *Alexandria* to *Wincheſter*, once a week. The mail to leave Alexandria every Thurſday at noon, and arrive at Wincheſter the next Saturday, at five o'clock in the afternoon; and *returning*, to leave Wincheſter every Monday, at ten o'clock in the forenoon, and reach Alexandria the next Wedneſday, by *five* in the afternoon.

6. From *Wincheſter* to *Staunton*, once a week. The mail to leave Wincheſter every Monday, at eleven o'clock in the forenoon, and arrive at Staunton the next Wedneſday by *five* in the afternoon; and *returning*, to leave Staunton every Thurſday at eleven o'clock in the forenoon, and arrive at Wincheſter the next Saturday by *five* in the afternoon.

In VIRGINIA, *the* TERRITORY SOUTH *of the* OHIO *and* KENTUCKEY.

7. From *Staunton* by *Lexington*, *Tincaſtle*, *Montgomery Court Houſe*, *Wythe Court Houſe*, and *Abingdon*, to *Hawkins Court Houſe*, in the Territory South of the River Ohio, once in two weeks. The mail to leave Staunton every other Thurſday, at ten o'clock in the forenoon, and arrive at Hawkins Court Houſe the next Wedneſday at five o'clock in the afternoon; and *returning*, to leave Hawkins Court Houſe the next morning at five o'clock, and arrive at Staunton the week following, on Wedneſday at noon.

8. From *Hawkins Court Houſe* to *Danville* in Kentuckey, once in two weeks. The mail to leave Hawkins Court Houſe every other Thurſday, at ſix o'clock in the morning, and arrive at Danville the next Tueſday at five o'clock in the afternoon; and *returning*, to leave Danville the Friday following at ſix o'clock in the morning, and arrive at Hawkins Court Houſe the next Wedneſday by noon.

NOTE.—As the condition of the country between Hawkins Court Houſe and Danville may render the regular carriage of the mail impracticable, the perſons who ſhall offer to contract, will ſtate in their propoſals the times and manner in which they think the carriage of that mail moſt eligible and practicable, ſo that it be not oftener than once in *two weeks*, nor leſs frequent than once in *four weeks*, as far as ſuch a degree of regularity is attainable, and ſtate the terms on which they will ſo carry it: or, if they think it practicable, to carry this mail regularly once in two weeks (going and returning) or once in four weeks; they will diſtinctly ſtate the terms on which they will carry it for one period and for the other.

In the State of DELAWARE *and* VIRGINIA.

9. From *Wilmington* by *Newcaſtle*, *Cantwell's Bridge* and *Duck-Creek* to *Dover*, once a week. The mail to leave Wilmington every Monday at *three* o'clock in the afternoon, and arrive at Dover on Tueſday by *five* in the afternoon—*returning*, to leave Dover on Wedneſday by *five* o'clock in the morning, and arrive at Wilmington by *ſix* in the evening, or by *nine* o'clock on Thurſday morning.——From Dover to the *Eaſtern Shore* of *Virginia* and *Norfolk*, once in two weeks. The mail to leave Dover every other Wedneſday, at five o'clock in the morning, paſs *Dagſborough*, *Snow-Hill*, and *Accomac Court Houſe*, and arrive at *Northampton Court Houſe* the following Saturday by five o'clock in the afternoon, proceed acroſs the ferry to Norfolk the next day, and return to Northampton Court Houſe the following Tueſday, by five o'clock in the afternoon; leave Northampton Court Houſe on Wedneſday at five o'clock in the morning, and arrive at Dover the next Saturday by *five* in the evening.

☞ The perſons offering propoſals for carrying this mail, will be pleaſed to ſtate the terms on which they will carry it once in *every week*.

In MARYLAND.

10. From *Eaſton* (on the Eaſtern Shore) to *Vienna*, and thence by *Saliſbury*, to *Snow Hill*, once a week. The mail to leave Eaſton on Wedneſday, at eleven o'clock in the forenoon, and arrive the next day at Snow Hill by *two* in the afternoon. *Returning*, to leave Snow Hill on Friday morning at *ſix*, and arrive at Eaſton on Saturday by noon.

11. From *Annapolis* to *Upper Marlborough*, *Piſcatawa*, *Port Tobacco*, *Allen's Freſh*, *Newport*, *Chaptico*, and *Leonard-town*, once a week. The mail to leave Annapolis on Tueſday, at ſix o'clock in the morning, reach Piſcatawa that evening, and arrive at Leonard-town on Wedneſday evening, or by nine o'clock on Thurſday morning. *Returning*, to leave Leonard-town on Thurſday, at *three* in the afternoon, and arrive at Annapolis on Saturday, at *five* in the afternoon.

12. From *Baltimore* by *Frederick-town* and *Sharpſburg*, to *Hager's-town*, and thence to *Chambersburg*, once a week. The mail to leave Baltimore on Saturday, at three o'clock in the afternoon, and arrive at Chambersburg the next Monday by *ſeven* in the evening, or on Tueſday by *ſeven* in the morning. *Returning*, to leave Chambersburg on Wedneſday morning at five o'clock, and arrive at Baltimore on Friday by four in the afternoon.

In the States of PENNSYLVANIA, NEW-JERSEY *and* NEW-YORK.

13. From *Philadelphia* to *Bethlehem*, once a week. The mail to leave Philadelphia on Thurſday by ſix o'clock in the morning, and arrive at Bethlehem on Friday by *nine* in the morning. *Returning*, to leave Bethlehem on Monday by *ſix* in the morning, and arrive in Philadelphia by *nine* on Tueſday morning.

14. From *Bethlehem* to *Reading*, once a week. The mail to leave Bethlehem on Friday, at ten o'clock in the forenoon, and arrive at Reading by *eight* on Saturday morning. *Returning*, to leave Reading at nine o'clock the ſame morning, and arrive at Bethlehem by *ſeven* in the evening.

15. From *Reading* by *Harriſburg*, to *Carliſle*, once a week. The mail to leave Reading on Friday morning by ſix o'clock, arrive at Carliſle the next day by *ſeven* in the evening. *Returning*, to leave Carliſle on Monday morning at ſix o'clock, and arrive at Harriſburg by noon; leave Harriſburg the next Wedneſday by ſix o'clock in the morning, and arrive at Reading by *ſix* on Thurſday evening.

16. From *Bethlehem* by *Eaſton* and *Suſſex Court Houſe*, to *Goſhen*, once a week. The mail to leave Bethlehem every Friday at ten o'clock in the forenoon, and arrive at Goſhen by nine o'clock the next Monday morning. *Returning*, to leave Goſhen the following Wedneſday at ſix o'clock in the morning, and arrive at Bethlehem by nine o'clock the next Friday morning.

17. From *Goſhen* by *Ward's Bridge* and *Kingſton* to *Rhinebeck*, once a week. The mail to leave Goſhen on Wedneſday morning, at ſix o'clock, and arrive at Rhinebeck on Thurſday forenoon by *eleven*. *Returning*, leave Rhinebeck the ſame day by noon, and arrive at Goſhen on Friday evening by *ſix*.

18. From *Elizabeth-town* or *Newark* to *Morris-town* and *Suſſex Court Houſe*, once a week. The mail to leave Elizabeth-town or Newark on Wedneſday at noon, and arrive at Suſſex Court Houſe on Thurſday by two o'clock in the afternoon. *Returning*, to leave Suſſex Court Houſe on the ſame day at *three* in the afternoon, and arrive at Elizabeth-town or Newark on Friday, by *ſix* in the evening.

19. From *Woodbridge* to *Amboy*, on Tueſday, Thurſday, and Saturday, or every day in the week, Sunday excepted. The perſons diſpoſed to contract for the carriage of this mail, to ſtate the different terms on which they will thus carry it, *three* or *ſix* times a week. The hours of arrival and departure to correſpond with the arrivals of the mail from Philadelphia at Woodbridge.

20. From *Philadelphia*, by *Salem* to *Bridgetown*, once a week.—The mail to leave Philadelphia every Thurſday at three o'clock in the afternoon, and arrive at Bridgetown on Saturday by *ſeven* in the morning. *Returning*, to leave Bridgetown on Monday by four in the afternoon, and arrive at Philadelphia on Wedneſday by *eight* in the morning.

In the States of NEW-YORK *and* VERMONT.

21. From *Albany* by *Schenectady* to *Connajorharrie*, once a week. The mail to leave Albany every Thurſday at ſix o'clock in the morning, and arrive at Connajorharrie on Friday by *ten* in the forenoon; leave Connajorharrie the ſame day at one in the afternoon, and return to Albany the next day by *five* in the afternoon.

22. From *Albany* (by *Troy* and *Lanſingburg*) to *Bennington*, *Manchester* and *Rutland*, once a week. The mail to leave Albany every Thurſday at ſix o'clock in the morning, and arrive at Bennington the ſame day at four in the afternoon; to leave Bennington on Saturday at *ſix* in the morning, and proceed to Manchester and Rutland: get back to Bennington the next Tueſday, and arrive at Albany by Wedneſday noon.

23. From *Rutland* to *Burlington* on Lake Champlain, once in two weeks. The mail to leave Rutland on every other Monday at ſix o'clock in the morning, and arrive at Burlington on Tueſday at noon: leave Burlington on Wedneſday at *ſix* in the morning, and arrive at Rutland the next day by noon.

☞ The perſons who offer propoſals for the carriage of this mail, will be pleaſed to ſtate the terms on which they will carry it *once a week*.

On CONNECTICUT RIVER.

24. From *Springfield* in Maſſachuſetts, by *Northampton* to *Brattleborough* in Vermont, once a week. The mail to leave Springfield every Monday at one o'clock in the afternoon, and arrive at Brattleborough the next day at *five* in the afternoon: leave Brattleborough the next Saturday at noon, and arrive at Springfield the next Monday by *nine* in the morning.

25. From *Brattleborough*, by *Charleſton* and *Windſor*, to *Hanover* in New-Hampſhire, once a week. The mail to leave Brattleborough every Wedneſday at five o'clock in the morning, and reach Windſor by five in the afternoon: leave it on Thurſday at one o'clock in the afternoon, and reach Hanover at *five*: leave Hanover at five o'clock on Friday morning, and arrive at Brattleborough by eleven o'clock on Saturday forenoon.

26. From *Springfield* in Maſſachuſetts, by *Stockbridge* to *Kinderhook* in the State of New-York, once a week. The mail to leave Springfield every Monday at noon, arrive at Stockbridge the next day by noon, and at Kinderhook on Wedneſday by noon: to leave Kinderhook on Thurſday at noon, and return to Springfield by the next Monday at *nine* in the morning.

27. From *New-York* to *Hartford* in the ſtate of Connecticut, through White Plains, North-Caſtle, Salem, Poundridge, Ridgefield, *Danbury*, Newtown, New-Milford, *Litchfield*, Harrington and Farmington, once a week. The mail to leave New-York on Thurſday at four o'clock in the afternoon, and arrive at Hartford by eight o'clock in the morning of the next Monday. *Returning*, to leave Hartford the ſame Monday at ten o'clock in the forenoon, and arrive at New-York by eight o'clock in the morning of the next Thurſday.

*** As it is ſuppoſed that the paſſing of the mail through ſome other towns, or part of this upper route, from New-York to Hartford, may be more extenſively uſeful, the perſons inclined to contract for the carriage of it, will be pleaſed to make two diſtinct propoſals; one for the route above deſcribed; the other with ſuch deviations as they think will be moſt uſeful to the inhabitants; but in both caſes to paſs through *Danbury* and *Litchfield*.

In MASSACHUSETTS *and* RHODE-ISLAND.

28. From *Salem* to *Glouceſter*, twice a week. The mail to leave Glouceſter every Monday and Thurſday morning at ſix o'clock, and arrive at Salem by *nine*. *Returning*, to leave Salem every Wedneſday and Saturday by *two* in the afternoon, and arrive at Glouceſter the ſame day by *five*.

☞ If a ſtage-waggon runs oftener, or on any other days, between Salem and Glouceſter, any perſons diſpoſed to contract for the carriage of the mail, may conform their propoſals to the uſual days and hours of the departure and arrival of the ſtage-waggon.

29. From *Salem* to *Marblehead*. Perſons inclined to contract to carry this mail, are deſired to make three different propoſals: ſtating the terms on which they will carry it *twice* a week, *three times* a week, and *every day* in the week, Sunday excepted; the times of departure and arrival to correſpond with the times of the arrival and departure of the ſtage-waggons uſually paſſing between *Boſton* and *Salem*.

30. From *Salem* to *Boſton*, every day in the week, Sunday excepted; the hours of departure and arrival to conform to the uſual hours of the departure and arrival of the ſtage-waggon daily paſſing between thoſe two places.

31. From *Boſton*, by *Plymouth*, to *Barnſtable*, once a week. The mail to leave Boſton on Thurſday by ſeven o'clock in the morning, and arrive at Barnſtable by five o'clock in the afternoon on Friday. *Returning*, to leave Barnſtable on Monday by ſeven o'clock in the morning, and arrive at Boſton on Tueſday by *five* in the afternoon.

32. From *Boſton* to *Taunton*, once a week. The mail to leave Boſton on Thurſday by ſix o'clock in the morning, and arrive at Taunton by two o'clock in the afternoon. *Returning*, to leave Taunton on Tueſday by ſix o'clock in the morning, and arrive at Boſton by *four* in the afternoon.

33. From *Taunton*, through *Warren* and *Briſtol*, to *Newport*, once a week. The mail to leave Taunton on Thurſday at three o'clock in the afternoon, and arrive at Newport on Friday by noon. *Returning*, to leave Newport on Monday by eight o'clock in the morning, and arrive at Taunton by *five* in the afternoon.

34. From *Taunton* to *New-Bedford*, once a week. The mail to leave Taunton on Thurſday at three o'clock in the afternoon, and arrive at New-Bedford on Friday by noon. *Returning*, to leave New-Bedford on Monday by nine o'clock in the morning, and arrive at Taunton by *five* in the afternoon.

35. Perſons offering propoſals for carrying the three laſt mails (No. 32, 33, 34,) will be pleaſed to ſtate the terms on which they will carry the mail from *Boſton* through *Taunton* to *Newport*, and the mail from *Boſton* through *Taunton* to *New-Bedford*, and back to Boſton at the times abovementioned.

36. From *Providence* to *Worceſter*, once a week. The mail to leave Providence on Wedneſday by ſix o'clock in the morning, and arrive at Worceſter by *ſix* in the evening. *Returning*, to leave Worceſter on Monday by ſix in the morning, and arrive at Providence by *ſix* in the evening.

In NEW-HAMPSHIRE.

37. From *Portſmouth* by *Exeter* to *Concord*, once a week. The mail to leave Portſmouth every Monday morning at ſix o'clock, arrive at Exeter by *nine*; proceed to Concord, and return to Portſmouth by *five* o'clock the next Wedneſday afternoon.

*** The perſons offering to contract for this road, are deſired alſo to ſtate the terms on which they will carry the mail from Exeter to Concord and back, once a week; leaving Exeter every Monday at ten o'clock in the morning, reaching Concord the next day by noon, and returning to Exeter on Wedneſday by *two* in the afternoon.

38. From *Concord* (by *Plymouth* and *Orford*) to *Hanover*, once in two weeks. The mail to leave Concord every other Wedneſday by ſix o'clock in the morning, and arrive at Hanover the next day by *five* in the afternoon: to leave Hanover on Friday at ſix o'clock in the morning, and returning by the *new road*, arrive at Concord on Saturday by *five* in the afternoon.

39. For carrying the mail from *Concord* to *Hanover*, by the route above deſcribed, once in every week.

40. For carrying the ſame mail (from Concord to Hanover) by the new road, both *going* and *returning*, once in every week, and once in two weeks.

† The terms for carrying the mail between Concord and Hanover, in the four different ways here mentioned, to be diſtinctly ſtated.

‡‡‡ As ſome of theſe mails may be conveniently carried in ſtage-waggons, perſons inclined to contract will be pleaſed to ſtate the terms on which they will ſo carry any of them, as well as the terms on which they will carry them on horſeback.

NOTE 1. If hereafter it ſhould appear that any other times for the arrival and departure of the mails would be more convenient and uſeful than thoſe above propoſed, alterations may accordingly be made.

2. For every hour's delay in arriving after the times preſcribed in any contract, the contractor to forfeit one dollar; and for the non-performance of a trip, double the ſum which the value of one trip ſhall bear to the value of the whole number of trips to be performed.

3. The contracts to continue in force until the firſt day of June, 1794.

TIMOTHY PICKERING, *Poſtmaſter-General.*

Bank of the United States.

MARCH 21, 1792.

RESOLVED, That the Stockholders be, and hereby are, authoriſed to compleat their Shares by payment at any time before the periods required by the law of incorporation.

Reſolved, That each Share ſo compleated, ſhall be entitled to draw a dividend of the profits of the Bank, from and after the firſt day of the month next ſucceeding the day of compleating ſuch Shares.

Reſolved, That ſo much of the quarter's intereſt upon the Public Debt transferred to compleat any Share as aforeſaid, as ſhall have accrued before the firſt day of the month next ſucceeding the completion of ſuch Share, ſhall be received by the Bank, and paid to the perſons who ſhall have transferred the ſame.

By order of the Preſident and Directors,

(eptiſt) JOHN KEAN, *Caſhier.*

AT A MEETING OF THE DIRECTORS OF THE BANK OF THE UNITED STATES, MARCH 30, 1792.

RESOLVED, That the Offices of Diſcount and Depoſit be authoriſed to receive of Stockholders the 3d and 4th Specie Payments on their Shares in the Capital Stock of the Bank, and that the Caſhiers of the ſaid offices give duplicate receipts for ſuch payments, one of which receipts, accompanied with evidence of a transfer of public debt ſufficient to complete ſaid ſhares, upon being produced at the Bank, ſhall entitle ſuch Stockholders to certificates for full ſhares, and to all the benefits of the Reſolutions of the Board of Directors paſſed the 21ſt inſtant, relative to compleating ſhares by payment at any time before the periods required by the law of incorporation.

By order of the Preſident and Directors.

JOHN KEAN, *Caſhier.*

TREASURY DEPARTMENT, MARCH 31, 1792.

NOTICE is hereby given, That the intereſt for the quarter, ending this day, on the FUNDED DEBT of the United States, ſtanding on the books of the Treaſury, and of the Commiſſioner of Loans for this State, will be paid at the Bank of the United States.

Certificate Loſt.

WAS Loſt, on the 17th inſt. a CERTIFICATE, Numbered 59,490, granted to LEWIS NICHOLA, for the ſum of 307 24-90th Dollars, dated the 1ſt of May, 1784, and ſigned by JOHN PIERCE, Eſq. marked with the letter *L*.—Whoever has found the ſame, and will return it to CLEMENT BIDDLE, Eſq. Notary Public, at No. 62, in Front-ſtreet, ſouth of Market-ſtreet, or to the Printer of this paper, ſhall be generouſly rewarded.

April 18, 1792.

☞ *The* JOURNAL *of the* THIRD SESSION *of the* SENATE *of the* UNITED STATES, *may be had of the Editor hereof.*